

put a stop to it. I think that the buck should stop right there in Washington, put a stop to inflation. When you raise the price of anything you are contributing to inflation. To roll back you are putting a deterrent to inflation. I think that probably the Amco have rolled back 2¢, which doesn't amount to a whole lot, overall, I think that they are just getting a little bit uneasy about their exorbitant profits. It is time that we put our foot down and say that we are going to roll it back and that is it.

PRESIDENT: Chair recognizes Senator Waldron.

SENATOR WALDRON: Mr. President, members of the legislature, I would like to point out that I don't think that the Whitney amendment gets at the problem and I'm not sure that Senator Whitney understands the problem or others understand it. You see these people, the independent truckers frankly can not appeal to the cost of living council, or the president to get a price increase. Their prices mostly on these truckers are not regulated by the interstate commerce commission it is regulated by contract between businessmen. These truckers are more or less hired by businessmen to run their own trucks, that is they go out and say you purchase a truck we will get you bank credit and pay for it and you make the payments on it and you work for us. The one businessman working for another with a contract. He is first going to have to appeal to the contract or the guy he has the contract with and then he has to appeal to another one and the government doesn't enter into most of these independents like they do into the major haulers across the country. So therefore they can't raise their prices, and there is no way that the government doesn't have ability to work for these people. They work for the big business people. That is the problem of our government. Everytime the oil companies want an increase they appeal to the cost of living council and they get what is known as a pass through. That is if the cost is increased to them it is passed onto the next person but truckers can't do this. Now also, the rates that are regulated by the interstate commerce and the railway commission there is a certain due process that they have to go through. It takes a lot of days to do this. What happens is that it takes 30-60 days to get a hearing a rate increase and then people come in and protest because they don't want to pay a greater pay increase or freight increase or truckers try to show that they have increased operations and it is difficult to do. The cost of living council and the president cannot order the ICC to make these increases. They can not order the Railway Commission to make these increases so that is the problem. The truckers see their only possibility is getting the price rolled back. You can a...a...you say this can't be done. The Congress just yesterday, I think that it was one of their committees, they are voting to roll back the prices of oil and fuel oil, and gas, they are voting to roll back these prices. Why can they do this? Well if there is an X cent profit, and there is an X cent profit tax in a bill that was recently send back to the congress and if there is a profit then it is being created by an additional charge that should not be there. Like some of the congressmen say if there is that excess profit lets roll back the prices rather than have an excess profit tax and that is what the truckers are getting at, maybe they can't get back to the 33¢ a gallon, but why not take that excess profit and roll back the prices to eat